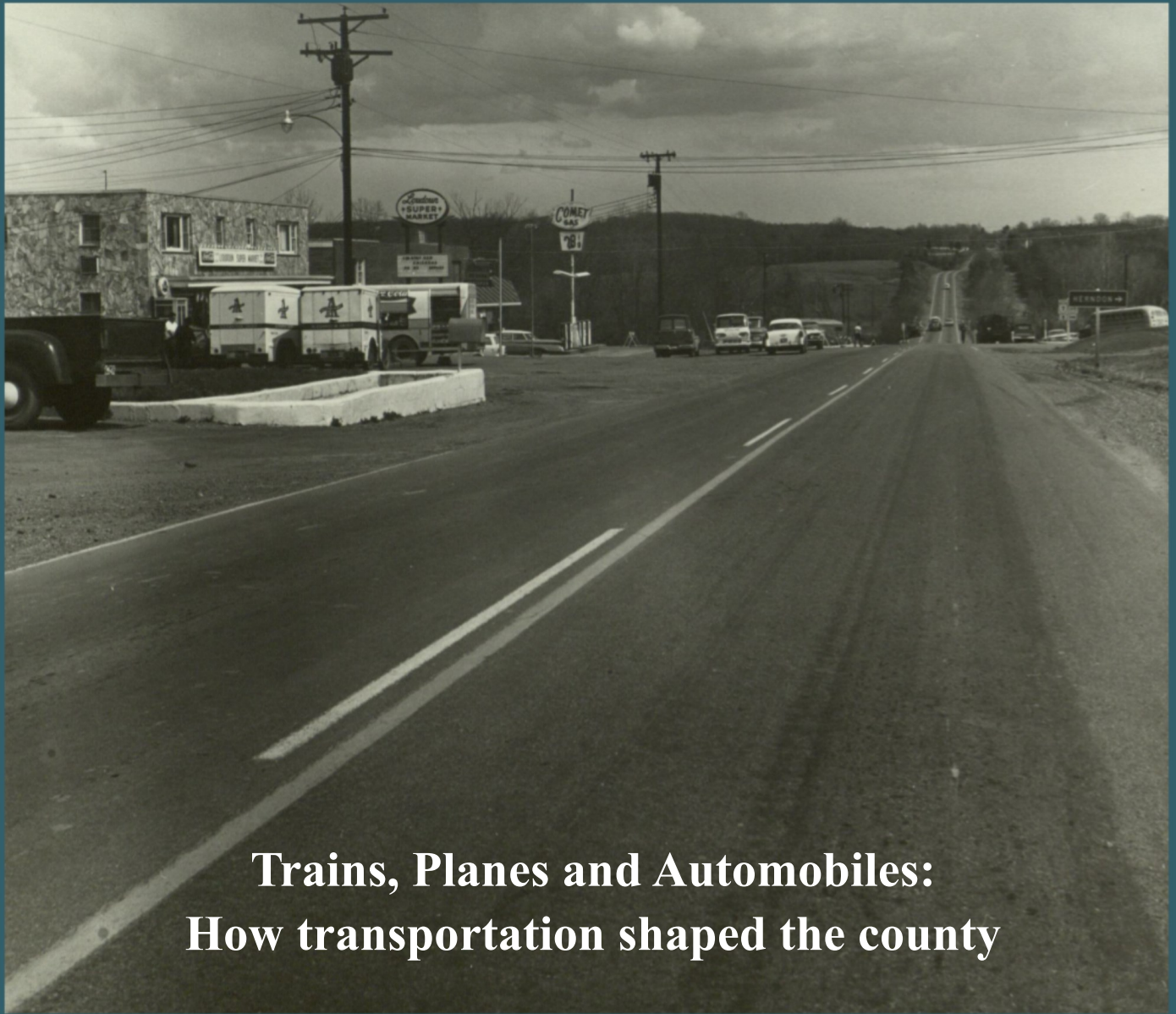


“Little Gems”



**Trains, Planes and Automobiles:
How transportation shaped the county**

**Clerk of the Circuit Court - Gary M. Clemens
Historic Records**

Volume 3 Issue 2 April 2018

Land Records & Deed Research

Loudoun is one of only a few counties in the Commonwealth that has records dating from its formation in 1757 when it split from Fairfax County. The Historic Records and Deed Research division includes court records from 1757-1980's and land records from 1757-present. Research can be conducted by using both in-house and online databases as well as paper indexes. Our staff can provide guidance and suggestions to start your research but **cannot provide research services or legal advice**. To prepare for your visit please review our online links to indexes and county databases which provide a starting point in your records research.

If you Visit the Archives

There is a court order that establishes court security protocols that serve the best interests of all visitors to the various courts and court-related offices in the Courts Complex. Therefore, electronic mobile devices such as cellphones with cameras, laptop computers, and electronic tablets are currently not permitted in the Courts Complex. To assist the patrons of the Historic Records/Archives research room, the Clerk's Office provides computer workstations with internet access so our patrons can review the websites of other historic records museums and historic records research organizations to assist with research needs in the Clerk's Office.

"Little Gems" is a quarterly newsletter published by the Clerk of the Circuit Historic Records Division. "Little Gems" refers to a binder of interesting references compiled by retired Deputy Clerk, Louisa Hutchison. Since the formation of the county, the Clerks have squirreled away notes which listed things to remember, interesting facts, and things that were just down right oddities. Over time these notes went from scraps of paper tucked in desks or books, to an organized binder, now called the "Book of Little Gems." The Historic Records newsletter is meant to provide you information about upcoming programs and exhibits, updated indexes, processed records, tips for research, as well as some articles on a few of the "little gems" we have found.

On the cover:

Image of Route 7 heading east towards present day
Tyson's Corner, circa late 1960s

Photo is a scan from Clerk of the Circuit Court Collection of
Miscellaneous Photos from Trial Exhibits



“Little Gems”

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Horse Drawing from the Loudoun
County Clerk’s Misc. Loose Papers

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**THE MANAGER'S ORDER
BOOK:
BY ERIC LARSON, HISTORIC RECORDS
MANAGER**

Welcome to the April edition of "Little Gems"

Historic Records first First Friday Open House of 2018 will be on April 6th from 6:30 to 8:00 pm in the 1893 courthouse. This will be an exciting exhibition of rare documents, photographs and plats that shows the evolution of transportation from animal power, to steam powered trains, ferries, cars and airplanes. Everyday Loudoun's citizens experience this long history of mobility not realizing the history beneath their feet, cars, boats and airplanes. The main roads in Loudoun, for example Routes 15, 50 and 7 were part of a road system that dated back before the county's formation in 1757. Imagine all the horses, wagons and carriages that once went down these dirt roads.

When you walk down the Washington & Old Dominion Trail think about all the steam and electric powered trains that once transported people and goods to and from Washington DC to Loudoun County from the 1850s -1960s. Each year, millions of people from around the world fly in and out of Dulles International Airport whose land was once populated with some of Virginia's most productive dairy farms. Crossing the Potomac River at Brunswick and Point of Rocks was done by ferries or riding across covered bridges made of wood. Today, White's Ferry is the only surviving ferry crossing left in Loudoun County that once included 6 or more ferry crossings in the 19th century. Canoeing down Goose Creek from the Potomac River you may see the remains of Loudoun's only attempt to establish a canal system.

Today, Loudoun has technology firms that are involved in the next generation of transportation, space travel. Vestiges of our transportation heritage still remain, or are making a comeback. Horse farms still exist in large numbers, parts of the Vestal Gap Road can still be walked on at Claude Moore Park, and even the trains are coming back in the form of the Metro to Dulles International Airport and eventually Ashburn. The Clerk of the Circuit Court invites you to visit our First Friday open house to witness records that shaped the county's transportation history.

Little Gem: "A Trip to Williamsburg Continued" By: Sarah Markel

When we last left "Little Gems," we were discussing felony trials that resulted in cases being sent to General Court in Williamsburg. As you may remember we were looking at the case of Mannasses McGahey, who was charged with the murder of Simon Grossman.

We know from Order Book F (page 584-585) that an order regarding one Mannasses McGahey was entered for the murder of Simon Grossman. "Mr. McGahey was brought before the bar on the 12th day of March in the year of our Lord One Thousand Seven Hundred and Seventy Six." The charges were read against Mr. McGahey and when asked his plea he stated not guilty. At this point the justices called three witnesses to the alleged murder, Richard Hopkins, Abraham Peters, and David Beatey. The witnesses gave their statements and were questioned, followed by Mr. McGahey's defense. After all were heard the justices decided that Mr. McGahey was guilty of murder and was ordered to be taken to the Capital City of Williamsburg to stand trial for such at the next General Court.

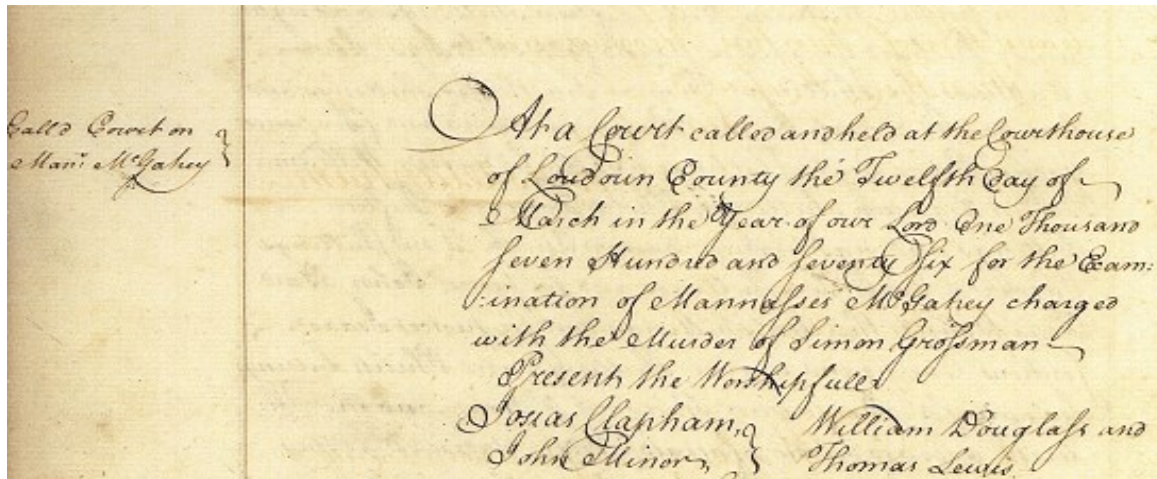


Image: A scan from Loudoun County Order Book F Page 584.

This order tells us that Mr. McGahey was found guilty of the murder and was to be taken to Williamsburg for further trial, but it does not tell us the circumstances surrounding the murder or what happened after he went to Williamsburg. In further research, a paper entitled "American Archives" written by Peter Force includes a documentary history of the English Colonies in North America from the King's Message to Parliament on March 7, 1774 to the Declaration of Independence. In this paper Mr. Force discusses the Virginia Convention.¹ The Virginia Conventions "were assemblies of delegates elected for the purpose of establishing constitutions of fundamental law for the Commonwealth of Virginia superior to General Assembly legislation."² Mr. Force listed the minutes, petitions, orders, and resolutions of the Virginia Conventions.¹

In June of 1776, the Fifth Virginia Convention received a petition from Mannasses McGahey asking for his case to be reviewed and he to be set free. He states that during the previous February he and several other people were helping his neighbor, Simon Grossman, repair a broken windmill. He recounted that as the men worked they fell under the influence of liquor and ended up arguing about the merit of both of their respective home countries. After words were exchanged a fight ensued and Mr. Grossman died the following day from his injuries. Mr. McGahey goes on to state that he was tried and found guilty that March in the county court and sent for trial in Williamsburg. He concluded his petition stating that he had arrived in Williamsburg for April trial and as no trial had been held he prayed for a review of his case and a speedy public trial to ensue.¹

Before we can discuss what happened to McGahey, we must first look at what was happening in Virginia in 1776. As we all know from our history classes the Colonies were actively fighting a war against Great Britain for their Independence. In May of 1776 the Virginia Convention declared that they were free and separate from Parliament and went about setting up a government and instructed their delegates to the Continental Congress to declare independence.³ Throughout the colonies the British were engaged in battles with the colonists, and courts had ceased to function.⁴

The Fifth Virginia Convention recognized the void left in government and courts when the colonies separated from Great Britain. The Williamsburg jail contained people that had committed crimes under the Crown, but now that the colony was no longer under British rule. The Convention realized that it could not punish these prisoners without a trial. And, without a court of Oyer and Terminer they were unable to try Mr. McGahey. So, the Convention passed a resolution to issue a pardon to Mr. McGahey and his fellow prisoners for their charges and hoped that the time served and the gift of pardon would change their ways. So the resolution was passed and ordered by the Convention.¹ It appears that both our Country and Mr. McGahey were off to fresh new starts.

1. Force, Peter. American Archives: Fifth Series : Containing a Documentary History of the United States of America from the Declaration of Independence, July 4, 1776 to the Definitive Treaty of Peace with Great Britain, September 3, 1783, Volume 1. M. St. Clair Clarke & Peter Force. March, 1843. 1509-1614.

2. Wikipedia. "Virginia Convetion." Wipedia, Wikimedia Foundation, 1 April 2018. https://en.wikipedia.org/wiki/Virginia_Conventions. Accessed April 2, 2018

3. Wikipedia. "Fifth Virginia Convention." Wikipedia, Wikimedia Foundation, 1 April 2018. https://en.wikipedia.org/wiki/Fifth_Virginia_Convention. Accessed April 2, 2018

4. National Park Service. "The American Revolution." National Park Services, U.S. Department of the Interior https://www.nps.gov/revwar/revolution_day_by_day/1776_main.html. Accessed April 2, 2018.

How the Airplane Changed Loudoun: 1960 Map of Land Acquisition for Dulles International Airport

by Eric Larson



Dulles International Airport, early 1980s
Clerk Of the Circuit Court

In the early 1950s, county leaders and some residents saw that Loudoun was on the verge of great change to its land, population and agricultural livelihood. If there was one project that launched this historic change, it was the construction of Dulles International Airport in eastern Loudoun and western Fairfax Counties. In just a decade (1962-1972), Dulles transformed eastern Loudoun, whose agricultural economy was known for its dairy farming, into an international business and residential community. In a 2002 interview with Curtis Laycock, a lifetime Loudoun farmer talked, about the end of dairy farming in eastern Loudoun.

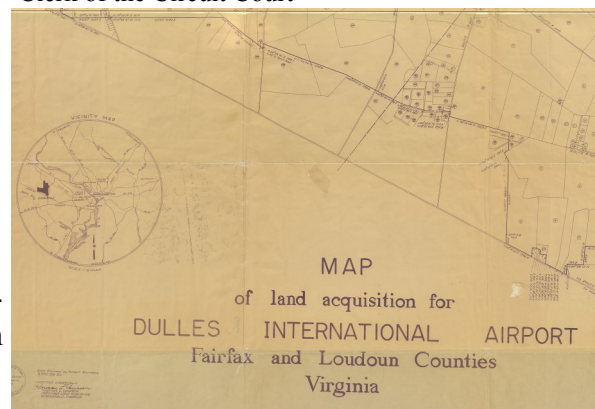
Things started changing when they put the airport in. The dairy farms started going out in eastern Loudoun. That used to be primarily dairy farming down in that section and just went out like flies.¹

After World War II, The Civil Aeronautics Administration (CAA) began searching for property in Northern Virginia to construct a new airport.² Little open space was available in Washington DC for a new airport, and National Airport (Reagan National Airport) was not large enough to accommodate a new generation of international travel. By 1958, the CAA and President Eisenhower picked an 8,000 acre site to build Chantilly Airport. The 8,000 acres came from 5,000 acres in Loudoun and 3,000 acres in Fairfax County.

1960 Map of Land Acquisition for Dulles International Airport

A few years ago, The Office of Mapping and Geographic Information gave the Clerk of the Circuit Court Historic Records hundreds of plats and documents concerning the county's development from 1950s-1970s. Within these records, staff found a 1960s survey plat of Dulles International Airport and the Tract Table that listed the land purchases. This 6'x 8' survey plat was prepared by Virginia Surveys of Springfield, Virginia. The scale is 1"=800' and each lot has a number that corresponds with the Tract Table that lists the land owner and property size.

1960s Survey Plat of Dulles International Airport
Clerk of the Circuit Court



The other set of documents found by staff was an eight page January 20, 1958 report that states “*the best guess is the following properties will probably be in the Chantilly Airport site.*” This early report lists the names of owners and the size of the property that CAA had to purchase for the airport. This report was likely the forerunner to the 1960 Tract of Land document.³

¹*It's Just a Way of Life: Reminiscing about the Family Farm*, edited by Allison Weiss, Introductions by Eric Larson, Virginia Foundation for the Humanities and Public Policy and the Loudoun Heritage Farm Museum, 2002, 132

²The Civil Aeronautics Administration becomes the Federal Aviation Administration in November 1958, https://www.faa.gov/about/history/brief_history/

³Loudoun County Clerk of Circuit Court, Historic Records and Deed Research Division

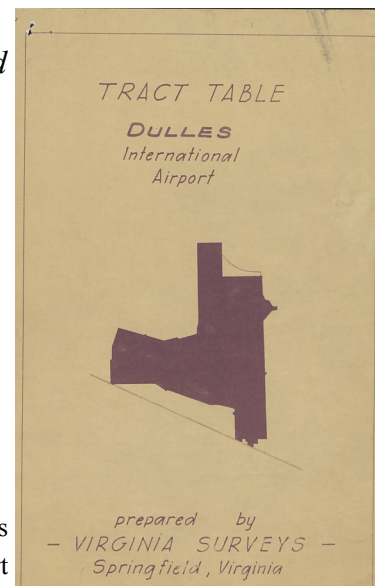
Right-of-Eminent Domain

The land needed for the construction of Chantilly Airport consisted of over 500 lots of land in Loudoun and Fairfax Counties. Lot sizes ranged from 265 acres to as small as a quarter of an acre. By the end of 1958, most of these land owners were evicted from their property under the federal government’s Right-of-Eminent Domain.

The federal government filed a federal court Order “Declaration of Taking NO.2” in the case *United States of America V. Anna Allen, Fairfax and Loudoun Counties, Commonwealth of Virginia ET.AL Civil Action NO. 1638-M*. The Declaration stated: “*United States of America is entitled to take said lands and to have the title thereto vested in it pursuant to the said Acts of Congress.*”⁴ Filed with the order was the Description of Tracts that provided the metes and bounds of all the properties, owners, previous owners, survey of the lots, and the estimated compensation of each lot. This case legally gave the federal government the power to take the land.

The federal government quickly evicted over 500 residents from their properties in Loudoun and Fairfax.⁵ Residents brought numerous suits against the CAA, and later the FAA over the evictions and unfair compensations. However, these cases achieved little in slowing construction or increasing the compensation.⁶

1960 Tract Table of Lots
Clerk of the Circuit Court



Construction

The amount paid to the land owners varied, and often prices were not set on property size. For example, Albert and Wildred Jacobchik (Tract No. 62) was 1.25 acres and was estimated at \$11,100, while William and Mary Blair’s one acre (Tract No.59) was estimated at \$18,000.⁷ Besides dairy farms being lost, the historic African American community of Willard was part of the airport land acquisition. This community included, mostly sustenance farmers, an early school for black students and historic black churches.⁸



Dulles 1962
Courtesy of [Fly Dulles.com](http://flydulles.com)

On September 2, 1958, construction started on the airport. Ammann and Whitney of New York was contracted by the CAA for design and construction. The now famous Terminal Building and Tower was designed by Saarinen and Associates of Connecticut. When the airport was completed in 1962, 11.5 million cubic yards of earth was excavated, the terminal complex, and two runways over 10,000 feet long were constructed.⁹ Business and political leaders used the airport to showcase American aviation technology and design to foreign visitors and diplomats arriving in Washington DC for the first time.¹⁰ In 1966, passenger traffic exceeded a million for the first time.¹¹ In 2002, Edwin Potts who witnessed the dedication of Dulles by President John F. Kennedy, stated in his oral history: *That was the end, basically the beginning of the end of agriculture in Loudoun County.*¹²

⁴<https://www.law.cornell.edu/uscode/text/40/3114>

⁵Grove, Noel and Poland, Charles P., *The Lure of Loudoun: Centuries of Change in Virginia’s Emerald County*, 2007, 188-189

⁶Poland, Charles P, *From Frontier to Suburbia: Loudoun County Virginia One of America’s Fastest Growing Counties*, 1976, 365

⁷Loudoun County Clerk of Circuit Court, Historic Records and Deed Research Division

⁸For more information on Willard, <https://edwinwashingtonproject.org/schools/schools-s-through-w/willard/>,

⁹Each runway was nearly 2 miles long. Runway 1 was 11,500 feet and Runway 2 was 10,000feet.

¹⁰<http://www.flydulles.com/iad/history>

¹¹Ibid

¹²*It’s Just a Way of Life: Reminiscing about the Family Farm*, edited by Allison Weiss, Introductions by Eric Larson, Virginia Foundation for the Humanities and Public Policy and the Loudoun Heritage Farm Museum, 2002, 133

Who Was Dulles?

John Foster Dulles was President Eisenhower’s Secretary of State. Dulles had guided American foreign policy during the early years of the Cold War. He was the first Secretary of State to use flight extensively for diplomatic relations. When he died of cancer in 1959, Eisenhower requested that the airport be named after his Secretary of State. Some Virginians did not agree with the name, because they liked the name Chantilly Airport since Chantilly was the name of Richard Henry Lee’s plantation in Westmoreland County Virginia.¹³ Some considered renaming the airport after five star General George C. Marshall who lived in Leesburg.¹⁴ The only real challenge to changing the airport’s name from Dulles was in 1990 when Senator Robert Dole floated a resolution in congress to rename it after Eisenhower.¹⁵

Change Comes Quickly

In the decade after the opening of Dulles International Airport, most of the agriculture in eastern Loudoun had disappeared. Large land acquisitions around the airport were purchased for future commercial development. Most of these purchases were by the Northern Virginia Development Corporation, backed by the Lehman Brothers of New York, who were the largest land speculators in Northern Virginia. *The Loudoun Times Mirror’s* headline about county growth in the December 4, 1962 edition stated, “*More Than \$101,000,000 in Building is Underway.*”¹⁶ However, this amount did not include the nearly 100 million dollars spent to build the airport.

In the 1960s, the first two large subdivisions, Sterling Park and Sugarland Run, were approved as well as others in Leesburg and Purcellville. By 1973 these new subdivisions doubled the county population from 21,147 to 42,000.¹⁷ Ken Lowery who was a farm manager at a large orchard in western Loudoun said in a 2002 interview: *Look at the population figures. Hadn’t grown much until Dulles Airport came in.*¹⁸ By 1970, over 1,000 homes and 658 townhouses were built in Sterling. From 1955-1965 the number of farms in Loudoun decreased from 1,438 in 1955 to 818 in 1965.¹⁹ Farm acreage also decreased from 277,211 acres in 1955 to 234,185 acres in 1965.²⁰

Dulles International Airport in the 21st century still impacts Loudoun’s economic and transportation growth. In 2017, 22,892,505 passengers flew in and out of Dulles.²¹ The size of the airport increased from 8,000 acres to 12,000 acres. The Airport also brought the train back to Loudoun County in the form of the Metro. The airport station is projected to open in 2020. When the search began for a new airport facility in Northern Virginia after WWII, Loudoun’s population was 21,147 in 1950.²² In 2017 it was 398,000.²³ The airplane, like the automobile, changed Loudoun’s economy, land and population more than any other form of transportation and historic event in the county’s 261 year history.

¹³Kelly, John, *Why name an airport Dulles?*, *Washington Post*, December 1, 2012

¹⁴Kelly, John, *More on Dulles, the man and the airport*, *Washington Post*, December 8, 2012

¹⁵Kelly, John, *Why name an airport Dulles?*, *Washington Post*, December 1, 2012

¹⁶Grove, Noel and Poland, Charles P., *The Lure of Loudoun: Centuries of Change in Virginia’s Emerald County*, 2007, 190

¹⁷Ibid, 130

¹⁸*It’s Just a Way of Life: Reminiscing about the Family Farm*, edited by Allison Weiss, Introductions by Eric Larson, Virginia Foundation for the Humanities and Public Policy and the Loudoun Heritage Farm Museum, 2002, 130

¹⁹Ibid, 130

²⁰Grove, Noel and Poland, Charles P., *The Lure of Loudoun: Centuries of Change in Virginia’s Emerald County*, 2007, 195. The 2012 USDA Agriculture Census listed 134,792 acres and 1,396 farms in agricultural use.

²¹<http://www.mwaa.com/about/dulles-2017-air-traffic-statistics-0>

²²Grove, Noel and Poland, Charles P., *The Lure of Loudoun: Centuries of Change in Virginia’s Emerald County*, 1995 United States Census Bureau, <https://www.census.gov/quickfacts/fact/table/loudouncountyvirginia/PST045217>

²³United States Census Bureau, <https://www.census.gov/quickfacts/fact/table/loudouncountyvirginia/PST045217>

Yellow Fever and Ferry Boats 1793

By Alyssa Fisher

In July or August of 1793, a yellow fever epidemic began in Philadelphia, Pennsylvania. Key symptoms of the disease included the yellowing of eyes and skin, hence the name “Yellow Fever,” and stomach bleeding which resulted in black colored vomit. Later determined to be spread through the bites of infected mosquitos, physicians in the eighteenth and early nineteenth century believed the illness to be highly contagious and spread through the air. Peaking in October, the death toll due to the epidemic swelled to an estimated 5,000 deaths out of the 45,000 residents in the city. Close to 17,000 residents fled to other locations in hopes to escape the disease. Fearing the spread of the disease many other state and local governments took steps to keep residents safe.¹

On October 2, 1793, a meeting of the justices of Loudoun County took place in response to a letter from the Governor of Virginia requiring them to “adopt some safe mode for preventing the introduction of the pestilential disease (in Philadelphia, Granadies [sic], and Tobago) into this state.”² In the late eighteenth century, seven ferries carried passengers and goods across the Potomac River from Maryland into Loudoun County, and subsequently into other parts of Virginia. The justices outlined a series of regulations to attempt to prevent Yellow Fever from entering the state by establishing guard stations at each ferry, manned by a sergeant or corporal and four additional men. The guards questioned travelers to determine if they came from Philadelphia or any other infected location. If they came from an infected location, the guards detained travelers from those locations and opened luggage and goods to be exposed to open air throughout the day. If the detainee continued in good health after six days, they could cross the river. If the detainee showed symptoms of the illness, they had to be examined by the appointed health officer, Dr. Charles Douglas, and not be permitted to cross the river. The Commonwealth supplied provisions for the guards at each station, and a horse for when it became necessary to call for the health officer.³

Only a few entries appear in the Loudoun Court Order Books referring to payment of individuals who served as guards at ferry crossings. The plan successfully implemented by the justices seemed to quietly fade away. Repeated frosts in Philadelphia and its surrounding neighborhoods killed off infected mosquitoes, and by November of 1793 the epidemic came to an end.⁴

¹“The Yellow Fever Epidemic in Philadelphia, 1793,” *Contagion Historical Views of Diseases and Epidemics*, Harvard University Library Open Collections Program, <http://ocp.hul.harvard.edu/contagion/yellowfever.html> (accessed March 29, 2018); Samuel A. Gum, “Philadelphia Under Siege: The Yellow Fever of 1793,” *The Pennsylvania Center for the Book*, <http://pabook2.libraries.psu.edu/palitmap/YellowFever.html> (accessed March 29, 2018).

² Loudoun County Order Book P, p. 272, Loudoun County Clerk’s Office.

³ Loudoun County Order Book P, p. 272-273.

⁴“The Yellow Fever Epidemic in Philadelphia, 1793,” *Contagion Historical Views of Diseases and Epidemics*, Harvard University Library Open Collections Program, <http://ocp.hul.harvard.edu/contagion/yellowfever.html> (accessed March 29, 2018); Samuel A. Gum, “Philadelphia Under Siege: The Yellow Fever of 1793,” *The Pennsylvania Center for the Book*, <http://pabook2.libraries.psu.edu/palitmap/YellowFever.html> (accessed March 29, 2018); Loudoun County Order Book P, p. 283,

Transportation in the Life of Conrad Shank

By Alyssa Fisher

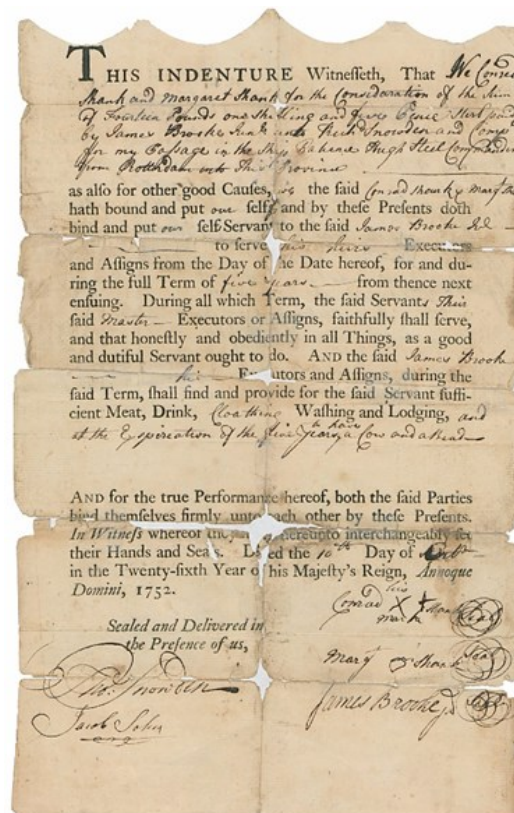
Bound for America, Conrad and Margaret Shank set sail from Rotterdam in 1752 on the ship *Patience* commanded by Hugh Steel. Steel's ship and his passengers arrived in Annapolis, Maryland in September of 1752, as indicated by an advertisement in the Maryland Gazette:

Just Imported, in the ship *Patience*, Capt. Steel, from Holland, Considerable number of Palatines of sundry Trades; the Sale of which will begin at Annapolis, on Thursday the 5th Day of October next, and there continue till all are disposed of, by Richard Snowden, and Comp. N.B. They will be disposed of for their passages only.¹

The term Palatines in colonial America generally referred to immigrants who came from any part of Germany or the surrounding area, whether or not they actually came from the southwestern portion of Germany specifically known as the Palatinate. Once landed in Maryland, Conrad and Margaret Shank entered an indenture agreement in exchange for the cost of their passage to America.²

Richard Snowden's company facilitated the indenture between the Shanks and James Brooke Jr. of Frederick, Maryland who purchased their indenture at a cost of "fourteen pounds one shilling and five pence." Indentured for a term of five years, the contract stipulated that at the expiration of the Shank couple's service, they would receive from their master "a cow and a bed." On February 14, 1754 James Brooke Jr. transferred the indenture to "Thomas Awbrey of the Colony of Virginia," for "the sum of twenty pounds current money of Maryland." It is this transaction that brought the Shanks to Virginia in an area that would later become Loudoun County in 1757.³

On March 15, 1758, the Loudoun County Court ordered Thomas Awbrey to appear and answer to the complaint of both Conrad and Margaret Shank. The Shanks argued that they "served Tho^s Awbrey their time for w^{ch} they indented, & that he the s^d Tho^s Awbrey refuses to pay them their Freedom dues, as Covenants for by Indenture." On Wednesday, May 10, 1758, the court determined that Thomas Awbrey did owe the Shank couple their freedom dues, and ordered Awbrey to give the Shanks "a cow of the value of thirty five shillings and a bed of the value of two pounds as covenanted by indenture."⁴



Conrad and Margaret Shank's Indenture
Papers 1752
Loudoun County Clerk's Office

¹Maryland State Archives, *The Maryland Gazette*, "Just Imported," September 28, 1752, No. 386, MSA SC 2731, <http://msa.maryland.gov/megafile/msa/speccol/sc4800/sc4872/001279/html/m1279-0173.html> (accessed March 30, 2018).

²"Conrad and Margaret Shank," 1758, Indentures and Bound Out Children, Loudoun County Clerk's Office; Aaron Spencer Fogleman, *Hopeful Journeys: German Immigration, Settlement, and Political Culture in Colonial America, 1717-1775* (Philadelphia: University of Pennsylvania Press, 1996) 17, 80-81.

³"Conrad and Margaret Shank," 1758, Indentures and Bound Out Children, Loudoun County Clerk's Office.

⁴"Conrad and Margaret Shank," 1758, Indentures and Bound Out Children, Loudoun County Clerk's Office; Loudoun County Order Book A, p. 109, Loudoun County Clerk's Office.

In June of 1758 Samuel Butcher, on behalf of the King and himself, sued Conrad Shank for selling “Spiritous liquors to wit Brandy, Rum, Cyder [sic], & a spirituous liquor called whiskey, and [a] mixture of liquor called punch or bumbo to sundry persons,” without a license. Shank pleaded not guilty to this charge. As the case remained open, the court “ordered that a license be granted to Conrad Shank to keep [an] ordinary at the Gap of the Short Hill commonly called the Hickory Ordinary in this County for one year.” Ordinaries became necessary in colonial travel due to the short distances travelers could traverse in a day. Situated along major thoroughfares, gaps, and crossroads, ordinaries became social centers for communities. Those who owned or operated ordinaries often gained respect from their community, boosting their social standing, and frequently opening opportunities for those individuals to become involved in local government. Perhaps Conrad Shank saw operating an ordinary as more than a means for making a living, but also as an opportunity to better himself and his family’s social standing. Coincidentally, Samuel Butcher also knew the importance of travel and the significance of operating an ordinary, as he also had a license to run an ordinary in the gap. The road through the Gap in the Short Hill connected parts of the Shenandoah Valley to the port city of Alexandria, making it a great route for travelers and traders alike.⁵

Unfortunately, it seems Shank did sell liquor without a license prior to obtaining proper documentation in 1759, and the court convicted him of the crime. The court found Conrad Shank guilty of retailing liquor without a license, and “failing to pay the penalty by law inflicted,” the court “ordered that he receive on his bare back twenty one lashes at the public whipping [sic] post.” After 1760, records suggest Conrad Shank may have traveled frequently to Frederick County, Virginia, and ran up debts for the expense of lodging, meals, rum, oats, and purchases of sugar, molasses, an iron pot, nutmegs, inexpensive fabrics, cheese, and a doctor visit. No records indicate specifically what kind of industry he busied himself with, nor is there any indication of what may have happened to his wife Margaret. It is clear, however, that Conrad Shank continued to reside in Loudoun, and that traveling remained a common aspect of his life.⁶

In August of 1779, the court ordered “Robert Jamison to furnish Conrad Shank & ux (whose Son is in the Army) with necessaries.” Shank and his family received wheat flour, salt, corn, bran, and beef from the Commonwealth in 1779 and 1780 to aid them while Shank’s son fought in the American Revolution. This is the last record for Conrad Shank in the courthouse. Conrad Shank’s story is an interesting view of a family who immigrated to the colonies, recognized means to better themselves within the colonial social structure, and did what they could to survive, and even try to thrive. All of these aspects of Shank’s story relied heavily on transportation. While Conrad Shank’s life may not have gone exactly as he planned, records of his story provide a glimpse into the fascinating life of an early Loudoun resident.⁷

⁵Butcher v. Shanks, Loudoun County Judgment Papers, Packet 11, 758-1759, Loudoun County Clerk's Office; Loudoun County Order Book A, p. 229, Loudoun County Clerk's Office; Charles P. Poland, Jr., *From Frontier to Suburbia* (Marceline, MO: Wallsworth Publishing Co., 1976) 30-38.

⁶Butcher v. Shanks, Loudoun County Judgment Papers, Packet 11, 1758-1759, Loudoun County Clerk's Office; Pearis v. Shanks, Loudoun County Judgment Papers, Packet 55, 1764-1766, Loudoun County Clerk's Office; Rankins v. Shanks, Loudoun County Judgment Papers, Packet 59, 1767, Loudoun County Clerk's Office; Shanks v. Paris, Loudoun County Chancery Suite 1786-005, Loudoun County Clerk's Office.

⁷Loudoun County Order Book G, p. 519, Loudoun County Clerk's Office; Conrad Shank, Revolutionary War Papers, 1780-04, Loudoun County Clerk's Office.

The Police Blotter: by Sarah Markel

Long before computers and the information highway, people relied on newspapers to get their news. Growing up in a small town everyone read the newspaper for the Police Blotter to see who was in trouble and to get the gossip of the day. My great-grandmother always said she checked the obituaries first to make sure she was still alive and the police blotter second to see if any family members were not going to be at church on Sunday.

In each edition of the "Little Gems" I will be presenting a few of the cases from our Criminal files for you to peruse. Who knows you may see someone you know, perhaps an outlaw or even an in-law. This edition is focused on transportation and in that spirit I have chosen some cases that have to do with the First Speeding Ticket, DUI, and Reckless Driving.

Case Number: 1877-007

Name: Pearson, Dennis

Charge: Recklessly operating a team

Complaint: Johnson Laylor Justice of the Peace reported that on July 12, 1877 Volney Purcell made complaint that on July 6th, 1877 Dennis Pearson a servant in the employ of Mrs. Randolph did unlawfully drive the team into the said Purcell's buggy injuring his daughter, companion, and buggy.

Outcome: In Snickersville on July 12, 1877 the defendant was found guilty on the testimony of Landon Reed, William Reed, & Joseph Reed. Fined \$2.00 for the use of the Commonwealth and \$2.60 Costs.

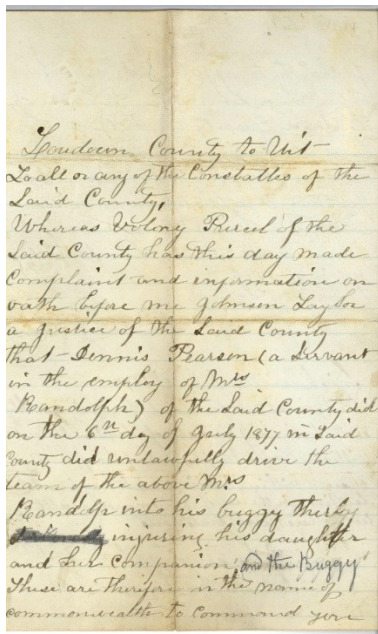


Image: Scan of Original Complaint
Case Number 1877-007

Case Number: 1916-028

Name: Carter, Elmer

Charge: DUI

Complaint: J.W Furr Justice of the Peace reported that in September 1917 Elmer Carter was accused of running an automobile while under the influence of alcohol. This may not have been the first case of a DUI but it is one of the first to be caught.

Outcome: Defendant found guilty and ordered to pay a fine of \$5.00 for the use of the Commonwealth and Costs.

Case Number: 1906-026

Name: Coats, James Alias Coats, Carroll

Charge: Carrying a Concealed Weapon/Speeding

Complaint: G. Earnest Leith Mayor of Hamilton reported that on June 17, 1906 Isaac Ballinger made complaint that James Coats Alias Carrol Coats on June 17, 1906 did unlawfully carry about his person a weapon, namely a razor hidden from view, and did the same date unlawfully drive through town at a high rate of speed.

Outcome: Defendant was found guilty as charged and was ordered to pay a fine of \$20.00 for the first and \$5.00 for the second to wit for carrying a concealed weapon, and unlawful driving, and Costs of \$2.50 for the use of the Commonwealth.

Case Number: 1952-006

Name: Corbin, Wyatt Saunders

Crime: DUI

Complaint: Maurice Dwyer Deputy Sheriff of Loudoun County did make complaint to Howard B. Gill Justice of the Peace, that Wyatt Saunders Corbin did on August 20, 1952 operate a motor vehicle on and over a public highway of Loudoun County Virginia while under the influence of an intoxicating beverage or narcotic drug, self-administered in violation of a County ordinance against the peace and dignity of the Commonwealth.

Outcome: Pled not guilty. Found Guilty with 10 days in jail, \$100.00 fine and Costs. Appealed, and appeal granted. Upon appeal the defendant pled guilty to the charges. 10 days in jail suspended under parole and \$100.00 fine and Costs suspended until the 3rd of January 1953.

Note: This file contains the original driver's license, original ticket written in pencil, and summons to arrest Mr. Corbin and place him in jail.

COMMONWEALTH OF VIRGINIA
COUNTY OF LOUDOUN

OFFICE OF THE SHERIFF

DATE 8-30 1952

Mr. Wyatt Saunders Corbin you are hereby summoned to appear
before Judge Penn at Leesburg, Va.
on September 10 1952 at 10 o'clock A. M. to answer for or as witness to
a violation of the law of this County or State, to-wit: ☐ Drunk in Public ☐ Disorderly ☐ Reckless
Driving ☐ No Operator's License ☐ Improper Parking ☐ Over Parking
Driving under the influence

Make of Car. Chev License No. 612-109 Speed 45 Time 9:00 P.M.
Operator's License No. 2180169 Arresting Officer Maurice Dwyer
I hereby accept legal service on the above summons. Title Deputy Sheriff
Offender Wyatt Saunders Corbin Street Ashburn Address Ashburn Va.

Failure to comply with this summons constitutes a separate offense.

Images: Scans of original speeding ticket and drivers license from Case 1952-006.

Iss. Mar. 2, 1951 EXP. FEB. 28, 1954 **4B** 2180169

First Middle Last
Wyatt Saunders Corbin

PRINT FULL NAME
PRINT STREET ADDRESS OR R.F.D. NO.
RFD # 1
CITY OR POST OFFICE
Ashburn, Virginia

SIGNATURE OF APPLICANT Wyatt Saunders Corbin

RACE **White** SEX **Male** WEIGHT **155** HEIGHT **5 ft. 8 in.** COLOR OF EYES **Brown**
COLOR OF HAIR **Brown** MONTH BORN **Feb.** YEAR BORN **1922** **35-4-95**

ALWAYS CARRY THIS OPERATOR'S LICENSE WHEN DRIVING

THE ABOVE INDIVIDUAL IS LICENSED TO OPERATE ANY MOTOR VEHICLE EXCEPT AS A GUILTY IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 385 ACTS OF 1932 AS AMENDED.

COMMONWEALTH OF VIRGINIA
C. F. Dwyer
COMM. DIV. OF MOTOR VEHICLES

W	Z	P	L	A	N	I	M	R	E	T	S	F	E	G	H
A	I	N	I	G	R	I	V	B	R	Q	T	C	E	M	O
M	A	R	Y	L	A	N	D	O	W	W	W	O	A	Q	R
O	N	W	E	Y	W	W	P	A	R	D	O	N	G	W	S
Y	W	B	A	T	E	R	W	O	W	S	I	V	R	Y	E
E	S	N	E	C	I	L	X	W	R	A	W	E	I	V	S
R	U	N	W	A	Y	W	L	C	M	W	D	N	C	S	O
E	T	I	C	K	E	T	C	O	W	S	U	T	U	S	R
W	G	N	I	V	I	R	D	L	W	D	L	I	L	E	D
O	D	G	C	W	W	T	A	O	A	F	L	O	T	L	I
H	R	O	W	A	N	W	I	N	T	I	E	N	U	K	N
N	A	A	W	E	N	W	R	I	E	N	S	V	R	C	A
E	U	L	N	W	P	A	Y	E	R	E	A	J	E	E	R
S	G	I	U	D	I	U	L	S	H	W	F	E	R	R	Y
I	M	W	W	W	H	S	P	E	E	D	I	N	G	M	W
E	K	N	A	H	S	H	O	R	T	H	I	L	L	C	B

Can you find these words in the puzzle above?

AGRICULTURE
AIRPORT
CANAL
COLONIES
CONVENTION
COWS
DAIRY
DRIVING
DUI
DULLES
EISENHOWER

EMINENT DOMAIN
FERRY
FINE
GOAL
GUARD
HORSES
LICENSE
MARYLAND
ORDINARY
OYER
PARDON

RECKLESS
RUNWAY
SHANK
SHIP
SHORT HILL
SPEEDING
TERMINAL
TICKET
VIRGINIA
WATER
YELLOW FEVER

2018 PROGRAMS AND NEWSLETTERS

First Friday April 6, 2018-Horses, Trains, Planes and Automobiles: Transportation in Loudoun from 1757-present

This exhibition will display variety of documents from the court’s historic records that explores the evolution of Loudoun’s transportation and its impact on the county’s growth.

First Friday June 1, 2018-Preservation Act IV

Learn from Historic Records staff and volunteers how the court records are conserved and made available to the public for research. The staff will demonstrate and discuss how records are preserved in-house and with contracted conservation companies.

First Friday October 5, 2018- Tales from the Crypt-Cemeteries in Loudoun County

Historic Records partners with Thomas Balch Library to display the history of Loudoun’s public, private and family cemeteries.

2018 Newsletters

Be on the lookout in 2018 for new and exciting newsletters. If you have a topic you would like to see discussed in one of our newsletters, let us know!

All Open Houses will be held at: Court Complex 18 E. Market St. Leesburg Virginia

